PORTLAND, EUGENE & EASTERN RAILWAY COMPANY

TIME TABLE

To Take Effect Sunday, February 22d, 1914, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public
The Company reserves the right to vary from this time table at pleasure

ROBERT E. STRAHORN,
President.

D. W. CAMPBELL,
Assistant General Manager.

MONROE SUBDIVISION

Time Table No. 9

February 22, 1914

Eastward

Capacity of Sidings in cars and location of scales, water, fuel and turning stations.	Second Class: 208 Mixed, Daily Ex. Sun.	206 Mixed, Daily Ex. Sun.	204 Mixed, Daily Ex. Sun.	202 Freight, Tues. Thurs. Sat.	First Class: 2 Eugene Passenger, Daily	DISTANCE FROM EUGENE		STATIONS	DISTANCE FROM CORVALLIS	Westward: First Class: 1 Eugene Passenger, Daily	Second Class: 201 Freight, Monday Wed. Fri.	203 Mixed, Daily Ex. Sun.	205 Mixed, Daily Ex. Sun.	207 Mixed, Daily Ex. Sun.
60 WT				AM L 7.30	AM L 11.15	0.0	DNR	EUGENE	41.1	PM A s 2.05	PM A 4.30			
				7.40	11.22	1.9		1.9						
				7.45	s11.27	3.9		O. E. CROSSING	39.2	1.55	4.20			
24				8.00	f11.39	8.4		2.0						
40				8.10	f11.46	10.8	DR	W. P. CROSSING	37.2	s 1.50	4.10			
				8.15	f11.51	12.4		4.5						
40 W				8.25	f11.58	15.1		MALABON	32.7	f 1.38	3.45			
10				8.30	PM f12.04	17.2		2.4						
15				8.40	f12.10	19.6		ALVADORE	30.3	f 1.31	3.30			
50				9.15	s12.25	24.3		1.6						
								GEORGETOWN (No Siding)	28.7	f 1.26	3.20			
								2.7						
W								CHESHIRE	26.0	f 1.19	3.05			
12								2.1						
12		PM L 1.25	AM L 11.55					BEAR CREEK	23.9	f 1.13	2.55			
								2.4						
								FERGUSON	21.5	f 1.07	2.40			
								4.7						
							D	MONROE	16.8	s12.55	2.15			
								1.4						
								LOGGING CAMP No. 2	24.6					
								0.9						
								LOGGING CAMP No. 1	23.7					
								2.5						
								GLENBROOK	21.2				AM A s11.30	PM A s 1.15
								2.5						
							DR	ALPINE	18.7					
								1.2						
8			AM L 10.40				R	McCREADY	23.6			AM A s10.30		
								2.6						
6			f10.55					CEBU (Spur)	21.0			f10.15		
								1.5						
5			f11.05					BELLFOUNTAIN (Spur)	19.5			s10.05		
								2.0						
8 W		PM s 1.35	PM s12.05	s11.15 AM A			R	BAILEY JUNCTION	17.5			s 9.55	11.20 AM L	s 1.05
								2.1						
				9.25 PM							1.50 PM			
28 Y		s 1.45 PM A	s12.20 PM A	2.00	s12.30	25.7	R	ALPINE JUNCTION	15.4	s12.50	9.25	9.45 AM L		12.55 PM L
8 W				2.05	f12.32	26.6		0.9			9.20			
				2.08	f12.34	27.5		STARR (Spur)	14.5	f12.47	9.16			
5				2.11	f12.36	28.5		0.9						
4				2.15	f12.38	29.5		BURNETT (No Siding)	13.6	f12.45	9.13			
8				2.17	f12.40	30.1		1.0						
				2.20	f12.44	31.0		BARCLAY (Spur)	12.6	f12.43	9.10			
				2.24	f12.46	31.8		1.0						
				2.25	f12.47	32.2		BRUCE (Spur)	11.6	f12.41	9.07			
6				2.28	f12.48	32.8		0.6						
33				2.32	f12 50	34.1		RECKARDS (Spur)	11.0	f12.40	9.04			
33				2.42	f12.56	37.3		0.9						
				2.45	f12.58	38.4		WINFIELD (No Siding)	10.1	f12.36	9.01			
90 Y				2.50	f 1.00	39.6		0.8						
60 Y				3.30 PM A	s 1.05 PM A	41.1		HUGHES (No Siding)	9.3	f12.34	9.00			
								0.4						
								BUTTES (No Siding)	8.9	f12.33	8.57			
								0.6						
								BUCHANON (Spur)	8.3	f12.32	8.53			
								1.3						
								GREENBERRY	7.0	f12.30	8.43			
								3.2						
								DRY CREEK	3.8	f12.24	8.40			
								1.1						
								PHEASANT (No Siding)	2.7	f12.22	8.35			
								1.2						
								AVERY	1.5	f12.20	8.30 AM L			
								1.5						
							DR	CORVALLIS	0.0	12.15 PM L				
		Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Tuesday Thursday Saturday	Daily			41.1	Daily	Mon. Wed. Fri.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.
		0.20	0.25	0.35	3.25	1.50		Time Over District		1.50	3.35	0.45	0.10	0.20
		9.90	7.92	10.45	12.02	22.42		Average Speed per Hour		22.42	11.46	10.93	7.20	9.90

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

No. 201 will carry passengers between Corvallis and Monroe, and No. 202 between Monroe and Alpine Junction.

MOLALLA SUBDIVISION

Capacity of Sidings in cars and location of scales, water, fuel and turning stations	Eastward First Class 242 Mixed Daily	Eastward First Class 240 Mixed Daily	DISTANCE FROM MOLALLA	Time Table No. 9 February 22, 1914 STATIONS	DISTANCE FROM CANBY	Westward First Class 241 Mixed Daily	Westward First Class 243 Mixed Daily
80 WT	PM L 2.15	AM L 7.45	0.0	R **MOLALLA**	10.8	AM A s 10.30	PM A s 3.55
				3.0			
18	f 2.23	f 7.53	3.0	**LIBERAL**	7.8	f 10.22	f 3.47
				2.4			
33	f 2.30	f 8.00	5.4	**LATOURETTE**	5.4	f 10.15	f 3.40
				2.6			
8	f 2.36	f 8.06	8.0	**KRAFT** (Spur)	2.8	f 10.09	f 3.34
				2.8			
39 Y	s 2.45 PM A	s 8.15 AM A	10.8	DR **CANBY**	0.0	10.00 AM L	3.25 PM L
	Daily	Daily		10.8		Daily	Daily
	0.30	0.30		Time Over District		0.30	0.30
	21.60	21.60		Average Speed per Hour		21.60	21.60

Westward trains are superior to trains of same class in opposite direction (see Rule 72).

WILLAMINA SUBDIVISION

Capacity of Sidings in cars and location of scales, water, fuel and turning stations.	Eastward Second Class 134 Mixed Daily	Eastward Second Class 44 Mixed Daily	Eastward First Class 4 Willamina Passenger Daily	DISTANCE FROM WILLAMINA	Time Table No. 9 February 22, 1914 STATIONS	DISTANCE FROM SHERIDAN	Westward First Class 3 Willamina Passenger Daily	Westward Second Class 41 Mixed Daily	Westward Second Class 43 Mixed Daily
25 Y	PM L 4.30	PM L 1.30	AM L 6.05	0.0	DR **WILLAMINA**	5.5	PM A s 8.00	AM A s 11.30	PM A s 3.40
				5.5					
21 T	s 4.50 PM A	s 1.50 PM A	s 6.25 AM A	5.5	DR **SHERIDAN**	0.0	7.40 PM L	11.10 AM L	3.20 PM L
	Daily	Daily	Daily		5.5		Daily	Daily	Daily
	0.20	0.20	0.20		Time Over District		0.20	0.20	0.20
	16.50	16.50	16.50		Average Speed per Hour		16.50	16.50	16.50

Westward trains are superior to trains of same class in opposite direction (see Rule 72).

Additional flag stops all trains: Highland M. P. 1.6, Riverside M. P. 2.7.

SPECIAL RULES

EXTRA TRAINS MAY PASS OR RUN AHEAD OF SECOND CLASS TRAINS WITHOUT AN ORDER TO DO SO.

STANDARD CLOCKS.

Eugene. Corvallis. Sheridan. Canby.

WATCH INSPECTORS.

Webb C. Ball.....General Time Inspector.....San Francisco
M. L. Kreamer.....Local Watch Inspector.....Eugene
E. W. S. Pratt.....Local Watch Inspector.....Corvallis
E. A. Priest.....Local Watch Inspector.....Canby
F. H. Newell.....Local Watch Inspector.....Sheridan

BULLETIN STATIONS.

Eugene. Corvallis. Sheridan. Canby.

CLEARANCE CARDS.

In issuing clearance cards operators will first fill out clearance designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance, and obtain O. K. with time and dispatcher's initials, writing same before delivery in blank space following "signal is out for."

Operator will retain carbon copy of all clearances.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance card and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

Conductors and engineers must not accept clearance cards with order numbers thereon unless properly O. K.'d as above.

Rule 83-A will not apply at initial stations which are not telegraph stations nor at telegraph stations when there is no operator on duty.

AIR BRAKE TESTS AND INSPECTION.

Air brakes must be tested whenever the train line is broken as per Air Brake Rule 14. When signal from rear end of train cannot be seen owing to foggy weather or position of train on curve, engineer will sound one blast of the steam whistle and rear brakeman will apply brakes as required in Rule 14. Engineer should watch guage and if proper reduction made acknowledge same by two short blasts of the steam whistle. Rule 24 should be observed when helper engines are cut out or picked up aheed of the regular engine.

SPEED RESTRICTIONS.

Maximum speed of any train at any point must not exceed 40 miles per hour, and no train shall exceed a speed of 20 miles per hour around curves of 7 degrees or over.

Trains handling Steam Wrecking Crane must not exceed 25 miles per hour.

Trains handling logs not chained must not exceed 6 miles per hour over truss bridges, around sharp curves and passing through stations.

Engines running backwards between Eugene and Corvallis and Canby and Molalla must not exceed 20 miles per hour, between Sheridan and Willamina 10 miles per hour.

The following speed table is for the information of engineers and must not be considered in any way to authorize exceeding speed limit specified above.

Corvallis-Monroe	Passenger and light engine				40	Freight	25
Monroe-Eugene	"	"	"	"	30	"	20
Canby-Molalla	"	"	"	"	30	"	20
Sheridan-Willamina	"	"	"	"	20	"	15
Bailey Junction-Cebu	"	"	"	"	20	"	15
Cebu-McCready	"	"	"	"	10	"	10
Alpine-Alpine Junction	"	"	"	"	20	"	15

"SAFETY FIRST"

SPEED TABLE

Speed per Hour	1 Mile in Min. Sec	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2.0	40	1.30	50	1.12

LOCATION OF OVERHEAD AND SIDE OBSTRUCTIONS.

Right-of-way fence on Avery gravel pit track between wye and the river will not clear man on side of car.

Housing over the gates of the mill pond on Fischer's Mill Spur, Corvallis, will not clear man on top of box car.

YARDS

All trains must be under control within yard limits as listed below; see Rule 93:

EUGENE (Eugene yard limits extend to yard sign east of W. P. Crossing.)
MONROE (Monroe yard limits extend to yard sign east of Alpine Junction.)
ALPINE (Alpine yard limits extend from 1,000 feet east of siding to Logging Camp 2.)
CORVALLIS (Corvallis yard limits extend to yard sign west of Avery.)
SHERIDAN
WILLAMINA
CANBY
MOLALLA

Rule 93 will govern the movement of P. E. & E. trains using S. P. tracks at Eugene and Canby, and C. & E. tracks at Corvallis.

LIST OF SURGEONS, HOSPITAL DEPARTMENT.

Name	Title	Location	District
DR. F. K. AINSWORTH	Chief Surgeon and Manager	San Francisco	All.
DR. G. F. WILSON	Division Surgeon	Portland	Lines in Oregon.
DR. WM. KUYKENDALL	District Surgeon	Eugene	Monroe to Eugene.
DR. E. BENNETT	District Surgeon	Monroe	
DRS. PERNOT & JOHNSON	District Surgeon	Corvallis	Corvallis to Monroe.
DR. W. T. SMITH	District Surgeon	Sheridan	Sheridan to Willamina.
DR. H. A. DEDMAN	District Surgeon	Canby	Canby to Molalla.

C. W. Martyn, Assistant Superintendent.....Portland, Ore.
F. M. Siefer, Assistant Superintendent.....Portland, Ore.
G. C. Morris, Assistant Superintendent.....Portland, Ore.
George Wild, Assistant Superintendent.....Portland, Ore.
F. Hanssen, Assistant Superintendent.....Portland, Ore.
C. H. Spencer, Assistant Superintendent.....Portland, Ore.

J. I. Love, Dispatcher.....Portland, Ore.
O. Olsson, Dispatcher.....Portland, Ore.
C. W. Grubbs, Dispatcher.....Portland, Ore.
D. J. McLardy, Dispatcher.....Portland, Ore.
F. W. Cantrell, Dispatcher.....Portland, Ore.
W. M. Scherr, Dispatcher.....Portland, Ore.

L. R. FIELDS, *Superintendent, Portland, Oregon.*